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# The China Mail.

ESTABLISHED 1845

THE  
"OVERLAND CHINA MAIL"  
(PUBLISHED EVERY  
MAIL DAY.)  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$12.  
per annum.

No. 16686.

號四十月一十年六十壹百九千壹英

HONGKONG, TUESDAY, NOVEMBER 14, 1916.

日四十月一十年五國民華中

PRICE, \$3.00 Per Month

THORNE S

## OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS.  
HONGKONG  
Tel. 414.

HONGKONG POLICE RESERVE.

Orders issued by Mr. F. C. Jenkins,  
D.S.P. (R.).

FOUR MARCH.

Pending the completion of the issue of  
Winter Uniform the Route March, ordered  
for Friday, Nov. 17th, is cancelled.

WINTER UNIFORM.

With reference to Orders of Nov. 15th-  
14th, all ranks requiring Winter Uniform  
will attend at Noordin's Shop, Beacons-  
field Arcade, at any time suitable. Orders  
for uniform must be obtained from the  
respective Equipment Officers for all men  
under the rank of Sergeant.

PARADES, CENTRAL STATION.

Wednesday, Nov. 15th.—Recruits of  
No. 2 Platoon under Company Sergeant  
Major.

Thursday, Nov. 16th.—No. 2 Company  
under O.O. Company. Recruits of No. 4  
Company under Company Sergeant Major.  
Friday, Nov. 17th.—Nos. 3 and 4 Com-  
panies under the Sergeant Major.

CANTON ACCOUNTS.

Central Station. Canton Accounts  
must be paid by the 15th November.  
(Sgd.) J. W. FRANKS,  
A.S.P. (R.).

## PATELL & CO. Importers-Exporters

AND

Commission Agents  
HONGKONG.

Branches:—

SAN FRANCISCO, CAL.  
YOKOHAMA, JAPAN.  
BOMBAY, INDIA.

China:—

HANKOW,  
SHANGHAI,  
CANTON.

AGENTS.

LONDON.—WILLIAM BAKER, 49 Great  
Street, W.C. 1, F. 1040, 11 &  
12 (Corner) Lane, Lombard Street,  
E.C. 4. B. B. BROWN & Co., Ltd.,  
183 Queen's Road, Victoria St.,  
CLARK, SON & PLATT, 88 Grace-  
church St., E.C. 4. G. STUART & Co., Ltd.,  
80 Cornhill, London & 15 St.  
Bride St., N.C. ROBERT WATSON, 150  
Fleet Street, O. MITCHELL & Co., 20  
Holborn Viaduct, N.C. D. J.  
KENTON & Co., 3 Whitefriars St.,  
E.C. MITCHELL & CROWLEY, Ltd., 10,  
11, 12, New Bridge St., E.C.

OTLAND.—FRY, L. SMITH, 8 North  
St. David Street, Edinburgh.

PARIS AND EUROPE. MATTHEW PERER  
& Co., 18 Rue de la Grange, Bateli,  
Paris.

NEW YORK.—T. B. BROWN, Ltd.,  
Zollan Hall, West 42nd Street, New  
York City.

SAN FRANCISCO and American Ports  
generally.—BRAY & BLACK, San Fran-  
cisco.

POUNCEY.—BROOKES & Co.

AUSTRALIA, TARMANIA, AND NEW  
ZEALAND.—GOSWAMY & JONES, Mel-  
bourne and Sydney.

Ceylon.—W. M. SMITH & Co., The  
Apothecaries Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY  
& WONG, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON  
& Co., Manila.

SHANGHAI.—Messrs. KELLY & WONG,  
Ltd.

JAPAN.—Messrs. KELLY & WONG, Ltd.,  
Kobe & Yokohama.

CANTON.—PATELL & CO.  
THE CHINA MAIL, LTD.  
Wynyard Street, Hongkong.

BUSINESS NOTICES.

## STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built.  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
INJECTORS AND STEAM PUMPS.  
W. S. BAILEY & Co., Ltd.  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY



"THE ECONOMICAL TALCUM"

## WATSON'S GIANT LAVENDER TALCUM

A powder so pure, so soft and refreshing for the  
skin, and then it is so delicately perfumed with the  
delightful odour of SWEET LAVENDER. Send for  
the GIANT size

1-lb. TALCUM FOR \$1.00.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Telephone No. 19.



NOTICE.

ANY EUROPEAN, Non ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in person at the  
Central Police Station between the hours  
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.  
daily.  
Applicants will be required to produce  
Passports or identification papers. All  
persons, with certain exceptions, who  
remain in the Colony for more than  
7 days are required to Register them-  
selves under the REGISTRATION OF  
PERSONS ORDINANCE 1916. Forms of  
Registration giving the particulars  
required may be obtained at the G.P.O.  
and at all Police Stations.  
The Penalty for non compliance is a  
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.40 p.m. Every 10 minutes.  
NIGHT CARS.  
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

SUNDAY.  
7.50 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12 Noon Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

WEDNESDAY.

Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central.

Seating and special cabs available to  
all cars not already full running at this  
time stated in the Company's time tables  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season ticket will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or by cash order  
payable to Bank Manager.

JOHN D. GUMPERT & SON,  
General Manager.

## KING EDWARD HOTEL

Central Location  
All Electric Trains Pass Entrance.  
Electric Lifts, Fans and Lighting.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System throughout.  
Best of Food and Service.

Telephone 373.  
Telegraphic Address:  
'VICTORIA'.  
J. WICHELL,  
Manager.

NORTH BRITISH & MERCANTILE  
INSURANCE CO.  
IN WHICH ARE VESTED THE SHARES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914,  
£23,970,387.  
—Authorized Capital £2,000,000  
Subscribed Capital £2,500,000  
Paid-up Capital £2,487,500  
—Five Years' Reserve Fund £5,537,067  
—Life & Annuity Funds £17,537,599  
Sinking Fund Account £23,930  
£23,970,387  
Revenue Fire Branch £2,351,456  
Life and Annuity £1,141,593  
Revenue Marine Department £37,233  
Other Receipts £75,940  
£3,599,223

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are not added to meet  
the claims under the respective Depart-  
ments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents.

## 'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME, AND THEN KEEP IN  
CLOSE TOUCH WITH THE  
COLOR

BUSINESS NOTICES.

**TAIKOO DOCKYARD.**  
BUILDERS OF SHIPS & ENGINES.  
OF EVERY DESCRIPTION.  
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—  
OF HONGKONG LTD.  
Telegraphic Ad. "TAIKOO"  
SUTTERFIELD & SWIRE  
—TELEPHONE NO. 212—

## LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE  
SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

## THE VICTORIA DISPENSARY.

39, QUEEN'S ROAD CENTRAL.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1862

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1 1/2" to 1 1/2" CIRCUMFERENCE  
CARB LAD 5" to 15" CIRCUMFERENCE  
4 STRAND 3" to 10" CIRCUMFERENCE

Oil-Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to  
Sheewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

501.

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. H. TAGGART,

MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tsimshui Terminal, 1,400 feet above Sea Level.  
FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First class Chinese, English, and Ladies  
rooms. Roof Garden.  
Rooms—From \$5 per day up.

Telegrams and Postals  
P. O. FRANKS

BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 350 lbs. net.

## SHEWAN, TOMES & CO.

GENERAL MANAGERS.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.  
TUESDAY, 14th NOVEMBER.

8 A.M. 'FATSHAN' 5 A.M. 'HONAM'  
10 P.M. 'HONAM' 5 P.M. 'KINSHAN'

WEDNESDAY, 15th NOVEMBER.

8 A.M. 'KINSHAN' 8 A.M. 'FATSHAN'  
10 P.M. 'FATSHAN' 5 P.M. 'HONAM'

Single Fare by Night Steamer ..... \$ 8.00  
Return Fare by Night (available also for Return by Day Steamer) 11.00  
Single Fare by Day Steamer ..... 5.00  
Return Fare by Day Steamer ..... 9.00

HONGKONG-MACAO LINE

S.S. 'HONGKONG' Tons 2000. S.S. 'SUI TAI' Tons 1861.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.  
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

## EXCURSION TO MACAO.

SUNDAY, 19th NOVEMBER.

The Company's Steamship "HEUNGSHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.  
N.B.—The Company will also run a summer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street  
Wharf.

CANTON-MACAO LINE

SERVICE SUSPENDED

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDIA-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 688 Tons, and S.S. 'NANNING' 463 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 3 A.M. and the other leaves Wuchow for Canton on the  
same days at 8.30 A.M. Round trip takes about 3 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers 'LINTAI' and  
'SARUL'. These vessels have superior Cabin accommodation and are lighted  
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Fourth Floor)

Opposite the Black Flag.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

RUNNERS and SHIPBUILDERS, BOILER-MAKERS, FRASERS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Shipyards and can accommodate any craft  
of 200 feet long.

Works Office, 45, COMMERCE ROAD CENTRAL, HONGKONG. Telephone No. 429.  
Shipyards: Sham Shui Po, Kowloon; HONGKONG. Telephone No. 9.  
Businesses transacted on application.

WONG PING WA, Manager.

Hongkong, April 1, 1913.

## Bournville

The 'COCOA de Luxe'

HIGHEST GRADE

BRITISH MADE

Cadbury's  
Bournville COCOA represents the  
highest grade of nutritive cocoa preparation  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavor, and  
is second to none in any respect whatsoever.  
Medical Digest, March, 1912

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specialty Packed for Export



## INTIMATIONS

G. R. NOTICE.

## CITY AND HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that, as the endeavours hitherto made have not been successful in effecting the necessary reduction in the consumption of water, the Supply of Water by Means of House Service to Houses connected with the Rider Mains will be discontinued from TO-MORROW (TUESDAY) evening at 6 P.M.

A supply of water will be given by Street Fountains in the Rider Main Districts.

W. CHATAM,  
Water Authority,  
Public Works Office,  
Hongkong, Nov. 13, 1916.

## SECOND

## 5½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 FOR ROUBLES 3,060,000,000

THE Subscription to the above LOAN will be opened from 14th November to 26th December, 1916.

The price of issue is 95 per cent. The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable as per on 14th October, 1924, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 14th April and 14th October.

As interest on the above loan runs from 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd from telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,  
Manager.

RUSSO-ASIATIC BANK,  
Hongkong, Nov. 7, 1916.

## CONCERTINA

## "REGAL"

## RECORDS.

- 7003 Darkies Holiday Schottische (Silver Hoek Two-Step)  
7004 Woodland Flowers Barn Dance (Henry's Barn Dance)  
7005 National Emblem March (Liberty Bell)  
7006 Jackanapes Polka (Chicago Barn Dance)  
7007 Medley of War Songs  
7008 Medley of Harry Lauder's Songs

## THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. TEL. 1352.

## DAIRY FARM NEWS.

## JUST ARRIVED

## NEW SHIPMENT OF

## SELECTED

FINNAN HADDOCKS.  
FILLET HADDOCKS.  
KIPPERS.

## SILIMPOPON (SEBASTIE) COAL.

THE Undersigned having been appointed agents for the COWIK BARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bankers' or SEBASTIE or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBASTIE or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Seba the Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Seba Bay, (Sebastik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,  
Agents for the COWIK BARBOUR Coal Company, Limited.

## DEFENCE OF REALM LOSSES.

## OVER £400,000 PAID TO PEOPLE WHO HAVE SUFFERED.

The principle upon which the Defence of the Realm Losses Commission has worked in paying compensation to British subjects who have suffered damage by the specific interference of the Government, is explained in their first report issued last month.

It is signed by Mr. Henry Duke, K.C., M.P., the former chairman (now Chief Secretary for Ireland) Sir J. T. Woodhouse, the Railway Commissioner, and Sir M. G. Wallace, president of the Scottish Chamber of Agriculture. The Commission was appointed in March 1915, and up to September 1 last had heard 1,964 applications, and had awarded lump sum payments of £278,000, against claims for approximately £335,770, and periodical payments at the rate of £191,337 a year against claims of £335,804 a year.

Emphasis is placed upon the decision of the Commission to make no awards where loss had arisen through the enforcement of any order of general application, relief only being given to people whose property or business "had been the subject of a direct and particular interference such as between subjects would have given cause of action for damages."

Thus no awards were made in the following cases:

Business stopped by prohibition of photography in a certain area.

Pleasure boats forbidden in certain waters.

Imposition of pilotage fees upon fishing vessel owners, this course becoming necessary by reason of the exigencies of national defence and not for the special protection of the fishing industry.

Requisitioning of Kussal makes advertising contracts impossible.

Disturbance of applicant's sporting rights on a certain estate by erection of a rifle range.

When the loss was merely that of pleasure or recreation no award was made.

Cases are also cited where the embargo on onions and the acquisition of frozen meat from New Zealand by the Government caused losses to merchants, which gave no title to compensation.

The only instance mentioned where an award was made was that of a sailor—a British-born subject, of German parents, who had lived all his life in England, being expelled from a proclaimed area on the assumption that his sympathies might be with the Germans. His conduct was not the cause of his removal.

In view of the very large sums expended by the military authorities on buildings and works on requisitioned land, the Commission invited the proper authorities to enter with them as to the expediency of the State permanently acquiring the use of the land in these cases, or as to the possibility of its being used for the vast outlay which would eventually be made upon them.

## BRITISH COOKERY.

British cookery, which has been showing us what it can do at the Economic Exhibition, is one of those varieties of culture which raise German envy.

Professor Ray Lankster, who believes, however, that we were better cooks fifty years ago, recorded a few years back how he once had a great German sportsman, Major von Wisman, Governor of German East Africa, to see him at the Museum, Kensington.

The sportsman was taken to a neighbouring grill room. "Can I have beer where we are going?" he asked.

"Yes, certainly," "German beer!" "No, something much better."

"When we were seated," said the Professor, "I ordered a pint of a famous London stout for my friend. It was in perfect condition. He put his lips to it in doubt, but did not remove them until he had emptied the tumbler."

"The very finest beer I ever swallowed," he said. Then came a perfectly utilised chop and a hearty potato.

"Marvelous, wonderful, enchanting! I have never really tasted meat before in my life. Retired! Colossal!"—*Daily Chronicle*.

## WANTED.

By a British Firm a competent British STENOGRAPHER. Apply in own handwriting with references stating salary required to—

## MERCHANT,

C/O 'CHINA MAIL' Office,  
Hongkong Nov. 11, 1916.

## WANTED.

AN ASSISTANT SECRETARY for the Marine Engineers' Guild in Hongkong. An Engineer preferred. Reply to—

17, Nanking Road, Shanghai.

Hongkong, Oct. 28, 1916.

1190

## TANG YUK DENTIST, successor to the late SLEN TING,

14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation free.

## SAVARESSES

## SANTAL CAPSULES

Most Certain Cure.

Physicians recommend them.

Official.

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"LEADING THE WAY"

# "CAPSTAN" MIXTURE

"THE SKIPPER'S FAVORITE"

## W. D. & H. O. WILLS.

BRISTOL and LONDON.

## NUGGETS OF HUMOUR.

## A DEAD ONES.

A young woman teacher took eight of her pupils through the Museum of Natural History. "Well, my boy, where did you go with your teacher this afternoon?" asked the mother of one of them on his return. With joyous promptitude he replied: "Oh, she took us to a dead circus!"

## SHOCKING WASTE.

I heard of a lady in Baywater who remarked to the dustman the other day, "I suppose in spite of war economy you still find many valuable things in the dustbins, don't you?" "Well, mum," he said, "we do. Why, only last week I found two cinders that could have been burnt, three eggs that might have been sold, and a 'ambone' that would have made a nice drop of soup."

## NOT ON THE MAP.

"What are you looking for, sonnie boy?" asked father as he came upon his four-year-old with curly head bent low over his bigger sister's map.

"For a place called Atoms, father dear," Max said.

"Atoms?" father repeated. "Athens, don't you mean—the capital of Greece?"

"No, father, dear," persisted Max. "I mean 'Atoms.' It's where my balloon was blown to this morning, while the others had it out upon the lawn."

## A NEW EXERCISE.

A missionary back from Africa recently told an amusing story. A native who occasionally strayed from the straight path sent a note saying: "Dear Sir—I cannot come to church. I write on the floor with coal. Where is death's sting?—Yours truly!"

## THE NEAREST—UNKNOWN—CUT!

Typical of "the man who gets there" is this story of a famous City man. Leaving his office he called for a taxicab, but could only get an ancient hansom. "Where to?" asked caddy. "The nearest taxi," was the reply.

## A SCHOOLBOY ADMIRER.

One of Lord French's most cherished possessions is said to be a letter he received from a boy at Harrow not long ago. It read: "My Dear French—You are a great general. I want your autograph; but, whatever you do, don't let your secretary write it."

## AN ART PEEL.

A clergyman had taught an old man in his parish to read. When he called some time afterwards he found the wife only at home. "How's John?" he asked. "Very well, thank you." "I suppose he can read my good books comfortably now?" "Good books, sir! Bless you, he was out of the good books and into the sporting papers long ago."

## NOT GOOD ENOUGH.

A train-load of Boche prisoners was being taken from the Somme front and a Hun officer, found himself in a third-class carriage with a "Tommy" as escort. "Why," said he in an injured tone, "have I—an officer—to travel third class?" "Because," said "Tommy," "I've got to guard you, and they didn't think a British soldier ought to be put in a cattle truck. See?"

## A BLOW TO GENIUS.

The other day one of our most eminent composers went up with his group. Before deciding what branch of the service he should be posted to the recruiting officer inquired the profession of the musical genius. "I compose music," he said. "Example! Is that all you can do?" was the Army man's brusque comment.

## HOLD UP.

A veteran sportsman well over fifty who has made many futile attempts to enter the Army, had another shot for it recently. "What's your age?" he was asked at Scotland Yard. "Just arrived at thirty-seven," he answered promptly.

The recruiting sergeant surveyed him critically, then he said: "Been delayed somewhere on the way, haven't you?"

## EVER HAPPENED TO YOU.

A man bought a paper from a newsboy in Piccadilly, and the boy afterwards told a friend how things happened: "Yer see, the old gent give me 'alf a crown and I went round the corner to get some change. When I come back the old gent 'ad gone."

"How long were you gone, mate?" asked the other boy. "Oh, not more than two hours," answered the first.

## SKINNED.

A humane society had secured a show-woman and filled it with attractive pictures of wild animals in their native haunts. A placard in the middle of the exhibit read:—"We were skinned to provide women with fashionable furs."

A man paused before the window, and his harassed expression for a moment gave place to one of sympathy. "I know just how you feel, old tops," he muttered. "So was I!"

## THE BITE BIT.

Nearly every one of his friends had suffered from the ravages of the practical joker. Happily the joker had weak points of his own. One of them was a dialist for night air. One morning about two o'clock there came a tremendous thumping at his front door. The joker hopped out of bed, opened his front window, and leaned out. "In heaven's name, what is the matter?" he said. "One of your windows is open," said a man on the sidewalk. "Which one?" said the joker. "The one you've stuck your head through," was the reply.

## OIL-TANK STEAMERS FOR SALE.

Some comment has been aroused in shipping circles by the announcement that a leading firm in the oil trade is prepared to dispose of a number of oil-tank steamers for early delivery in the United States and the East, and also a considerable number for delivery after the war. It is the present inadequate supply of tank vessels which is one of the main reasons that have prompted the petrol restrictions, for there is no lack of petroleum in the countries of origin. We understand, however, that good judges consider that the existing, or new, tonnage between 240 and 260 tons is being asked, but orders can be placed in the United States for delivery in 18 months or two years at £20 or £22 a ton.

As long as the supply of tonnage continues to be insufficient, freight must be expected to remain on a very high level, and those who are thinking of paying the prices asked for immediate delivery have to consider whether they can calculate on recouping themselves before the decline in freight sets in with the increased supply of tonnage.—*Times*.

## LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

## WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy fish building materials. Very palatable.

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## INTIMATIONS



## YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



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IRON STEEL, METAL and HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers Nos. 35 and 37, HING LOON STREET, (2nd Street, west of Central Market) Telephone No. 615. Hongkong September 4, 1915.

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All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

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DOCK NO. 2	100	10	10	10	10
DOCK NO. 3	100	10	10	10	10
DOCK NO. 4	100	10	10	10	10
DOCK NO. 5	100	10	10	10	10
DOCK NO. 6	100	10	10	10	10
DOCK NO. 7	100	10	10	10	10
DOCK NO. 8	100	10	10	10	10
DOCK NO. 9	100	10	10	10	10
DOCK NO. 10	100	10	10	10	10

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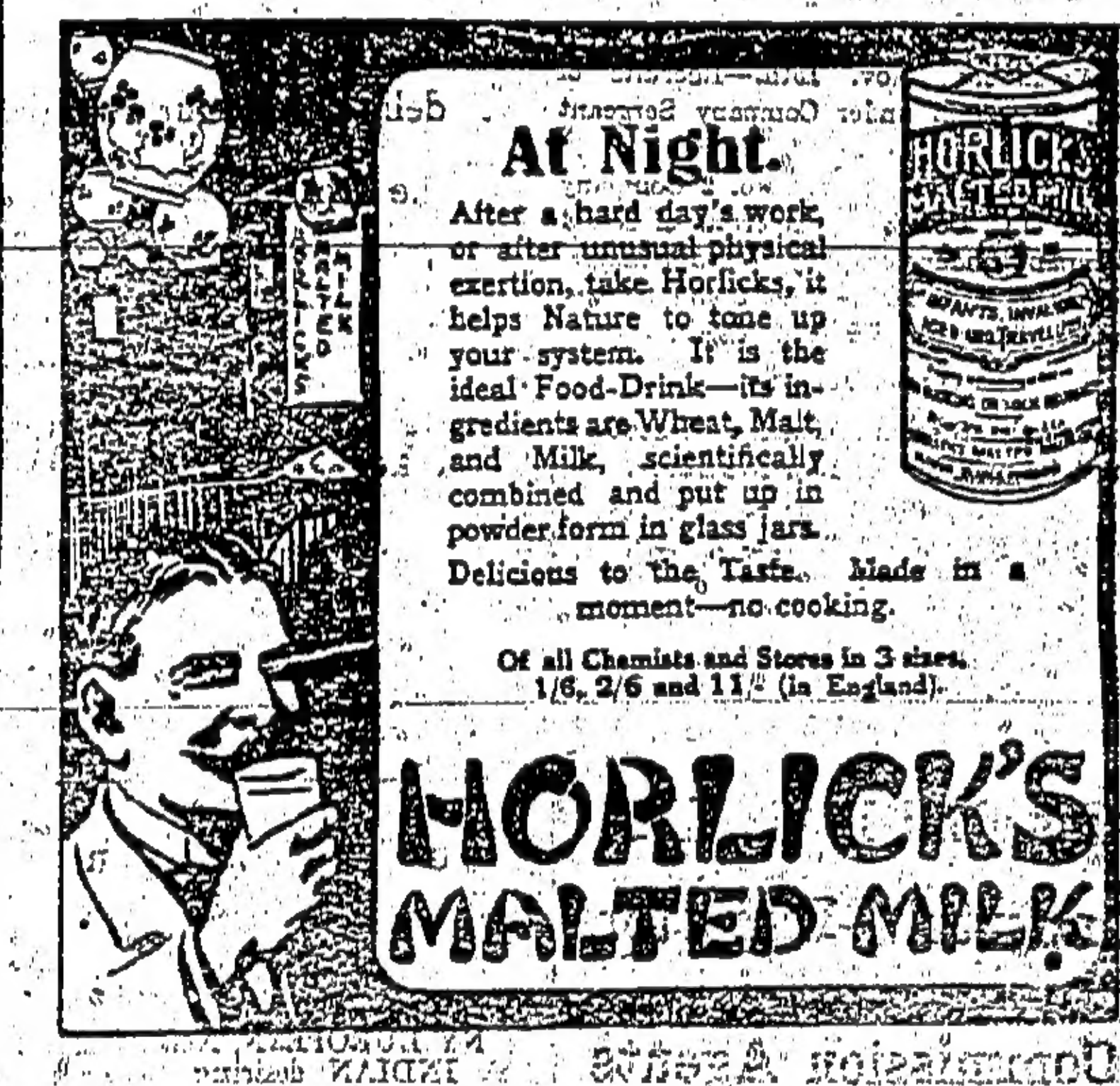
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At Night.

After a hard day's work or after unusual physical exertion, take Morlick's; it helps Nature to tone up your system. It is the ideal Food-Drink—its ingredients are Wheat, Malt, and Milk, scientifically combined and put up in powder form in glass jars. Delicious to the Taste. Made in a moment—no cooking.

Of all Chemists and Stores in 3 stars, 1/2, 2/6 and 1/2 (in England).

# MORLICK'S MALTED MILK

## THE CHINA MAIL, LTD.





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AUCTIONEERS TO THE GOVERNMENT.

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### PROPRIETORS

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A 1 Telegraphic Code.

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"KIMION" HONGKONG.

### PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. WYZZA & Co. to sell by Public Auction.

Commencing

### WEDNESDAY,

the 15th November, 1916, at 10.30 a.m., and continuing on MONDAY, 20th inst. at 11.00 a.m., at No. 1, Ormby Terrace, Granville Road, Kowloon.

A QUANTITY OF HOUSEHOLD FURNITURE, &c., including BLACKWOOD WARE, CROCKERY and GLASS WARE.

One PIANO.  
Catalogues will be issued.  
On view from Tuesday 14th inst.  
TERMS:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Nov. 3, 1916. 1213

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### on THURSDAY,

the 16th November, 1916, at 2.30 p.m., at No. 45A, Nathan Road, (First Floor).

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, &c., &c., contained therein.

Consisting of:—  
FUMED TEAKWOOD Sideboard, Dining Wagon, Extension Dining Table and Chairs, Chesterfield Sofa and Armchairs, BLACKWOOD Carved Folding Card Table, Curio Cabinet, Flower Stands and Chairs, Large Dinner Service (white), Glassware and Crockery, Etchings and Water Colours, &c., &c., BEDROOM FURNITURE, FUMED TEAK, Large Wardrobe, (Bevelled Mirror), Teakwood Twin Beds, Dressing Table, Toilet Ware, &c., &c.,  
Also  
Cooking Stove and Cooking Utensils.  
N.B.—Chesterfield Sofa, Armchairs, and Twin Beds, are by Messrs. Wm. Powell & Co., Ltd.  
Catalogues will be issued.  
On view from Wednesday, 15th inst.  
TERMS:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Nov. 9, 1916. 1219

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### on SATURDAY,

the 18th November, 1916, at 11 a.m., at their Sales Rooms, No. 5, Des Voeux Road, Corner of Joss House Street.

ONE MOTOR CYCLE  
4 H.P. Wolf, J.A.P. Engine, with all accessories.

Has been in use for about One Year, in good running order.  
Further particulars and inspecting orders may be had from the undersigned.  
TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Nov. 10, 1916. 1234

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### on AN EARLY DATE

The following LIGHTHOUSE GEAR &c., viz:—  
One coaling apparatus, complete.  
Circular wind lamps.  
Spindle burners.  
Cylinders and wicks.  
Incandescent Lamp Lamps, and apparatuses.

And  
A quantity of gear pertaining to Mooring Buoy.

Also  
A number of Locomotive wheels and Axles.  
Further particulars may be obtained from the undersigned.  
TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Aug. 24, 1916. 124

## AUCTIONS.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### on MONDAY,

the 20th November, 1916, at 2.30 p.m., at Messrs. Hughes and Hough's Coal Godowns at To Kwa Wan.

THE FIRST AUCTION OF SALVAGED CARGO ex S.S. "WISLEY"

Comprising:—  
About Six hundred kegs of Wire Nails.  
About Fifty Sewing Machines, and a number of cases of spare parts.  
About One hundred Remington Typewriters "with Russian characters," and cases of Ribbons for same.  
About Seven hundred rolls of Roofing Felt.  
About Twenty large rolls of Linoleum.  
About Forty-five Cotton Braiding Machines.

Also  
A quantity of Sole Leather, sundry spare parts for Motor Cars, &c., and several lots of Filcs, Spanners, Leather Punctures, and Old Iron.

Dates and particulars of further auctions will be notified later.

Launch to convey intending purchasers will leave Blake Pier at 2 p.m. sharp on Monday the 20th inst.

TERMS:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Nov. 13, 1916. 1219

## FOR SALE

### FOR SALE.

### AS A GOING CONCERN.

A FIRST CLASS PRIVATE HOTEL containing:—  
13 Bed Rooms.  
23 Bath Rooms.  
Halls, Lounges, Reception Room, Private Dining Room, Self contained suites of apartments with Bath Rooms attached. Dining Room with accommodation for 100 persons. Store Rooms, Library, Servants quarters, etc., etc. Hot and cold water laid on throughout. Approximate value of Furniture, etc. about \$30,000.

A large stock of extra Linen and Crockery all new and high class recently imported from England.

Electric light throughout.

The Hotel is centrally located being only a few minutes from the leading Banks, Post Office, Ferry, &c.

To be sold as a going concern with good will.

Further particulars may be obtained from the Undersigned.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Oct. 18, 1916. 1261

## FOR SALE.

THE Undersigned have received instructions to sell (FOR ACCOUNT OF THE CONCERNED),

One Two-Seater TRUMBULL MOTOR CAR, recently overhauled and in good running order.

Full particulars may be obtained from the undersigned.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Nov. 10, 1916. 1233

## EUROPEAN AGENCY.

WHOLESALE Agents promptly executed at lowest cash prices for all British and Continental goods, including:

Books and Stationery, Books, Shoes and Hats, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Bells and Watches, Photographs and Optical Goods, Provisions and Oils, etc., etc.

Commission 2½ to 6%.  
Trade Discounts allowed.  
Special Quotations on Demand.  
Sample Orders from 210 upwards.  
Consignments of Produce sold on Account.

WILLIAM WILSON & SONS  
(Incorporated 1814),  
25, Abchurch Lane, London, E.C. 4.  
Cable Address: "ARBUOLA, LONDON."

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NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (by Rev. G. A. Benbury, M.A.) 1s

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CHINESE SCHOOL BOOK (by Mr. King, translated by E. J. King) 1s

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WARRING BOOKS (for men) 1s

## BOUNTY OR PRIZE MONEY?

### DIFFERENT REWARDS FOR SEA CAPTURES.

### HOW THE OLDER NAVY WAS FLEECE.

Two totally different things are meant by the terms Prize Money and Bounty. Though both are used indiscriminately by people who ought to be better instructed, writes Mr. H. C. Fernby. They have been so misused in connection with the distribution of money to the officers and men concerned in the sinking of certain German warships.

Prize money is paid out of the value of enemy merchant ships captured, or of enemy and contraband cargoes captured and condemned by the Prize Court. It relates therefore solely to mercantile captures.

Prize bounty is paid out of money provided by Parliament, and goes to the officers and men of British warships actually present at the taking or destroying of enemy warships. It has to do with acts of war only.

It has been a matter of some comment that whereas Commander Max E. Horton, of E9, receives £157 9s. 8d. for his share in certain operations, there are members of the crew of the light cruiser "Cleopatra" who only receive 3s. 8d. each as their share for sinking the German destroyer G194. There is nothing unfair in this, if all the circumstances are born in mind. The crew of E9 numbered about twenty, and the amount awarded to them for bounty was £1,400. The crew of the "Cleopatra" numbers at least 300, but the bounty payable to them only amounted to 2465. There was, therefore, much less to be distributed among many more people. If there was any inequality it was in the circumstances and not in the system, since the basis on which prize bounty is issued is the same in every case—£5 for each member of the crew of the destroyed or captured warship.

The way the bounty is divided up among officers and men is strictly regulated. Boys receive one share each, able seamen receive five, warrant officers receive twelve, lieutenants receive twenty, and thus up the scale to certain captains who receive eighty. Before these shares are calculated, one-third of the total sum due is deducted for the admiral's share. If an admiral is entitled to bounty by the fact that he was present at the destruction of the enemy ships.

THE present system is much more equitable than that which obtained in the old days, when it was possible, as in the capture of Havana in 1762, for the admiral to receive £122,697, while the seamen and marines only received 23 14s. 9d. each.

It is sometimes alleged that half the great pooled fund or prize money distinct from prize bounty has been paid away in lawyers' fees, and that the Navy is consequently being "robbed." I have never been able to discover any evidence to support this belief. The Prize Deposit Account has been properly audited by the Exchequer and Audit Department, and the figures made public.

The total proceeds of sale of ships and cargoes to the beginning of May last was £5,500,000. It must be remembered, however, that large quantities of cargo consisted of perishable goods that had to be sold before the courts had decided whether they were lawful prize or not. In many cases they were not, and consequently the money realised had to be refunded to the owners.

Then again the auctioneers who sell prize ships and cargoes are not philanthropists. Their fees have to be paid, but these appear to be very low, because

when £304,805 was realised from the sale of certain condemned vessels, the expenses of sale, which include the advertising, preparation of catalogues, and other expenses, only amounted to £5,308. In other words, for every £53 that went to the fund £1 went out in expenses. That is hardly exorbitant. There are furthermore expenses connected with the detention of the captured ships in dock or harbour and the warehousing of the prize cargoes to be met. The approximate amount of all expenses was £2,000,000, and the balance left for ultimate distribution among the officers and men of the Fleet was therefore some £4,500,000.

IN THE OLD DAYS.

The Prize Court lawyers of to-day cannot fleece the innocent seaman as they did a hundred years ago. Then a vessel might be valued at 8,000 crowns, and yet all her captors received was 1,900 crowns. The rest had been embezzled and swallowed up in the Prize Court. In the court phrase of Lord Cochrane, who exposed a deal of the knavery of the Court in the House of Commons. He told of one case where thirteen small vessels were captured, and the Prize Court Judge, finding he could not exact the 3,767 crowns in fees that he first asked for, was quite content to accept 268 crowns, which was all the naval officer would agree to. In another flagrant case the bill was reduced from £1,025 to £235.

In one instance Cochrane found himself 900 crowns in debt for fees to the court for condemning a ship that he had captured!

Against that sort of thing the Navy of to-day is guarded. The Prize Deposit Fund will not be raided in the interests of lawyers. One could wish, however, that the Admiralty had dealt more frankly with the service in this matter, and had more openly stated the very reasonable grounds on which it was decided to delay the paying out of prize money. A great deal of misconception would have been avoided and a lot of ill-advised agitation in disaffected quarters would have been scotched.

HOUSE TO HOUSE LOAN CANYASS.

The following "Sidelight from Germany" appeared in a London paper early in October:—

Amazing efforts are being made to gather in money for the war loan. The German Government even suggests a systematic canvass of the whole nation—from house to house and from person to person. Dr. Helfferich, formerly Minister of Finance, now Minister of the Interior, has made an urgent appeal in this sense to the representatives of the German merchants, manufacturers and agriculturists at a conference which is reported at considerable length.

For the first time that dreaded phrase—State repudiation of debt—was officially mentioned. After the war, declared the Minister, there could be no possibility of any "breach of the promise to pay," or, in other words, the proclamation of State bankruptcy. The more fact that such an assurance was necessary shows that the idea of repudiation must be very widespread in Germany. "Any Government and Parliament responsible for the conduct of State affairs and legislation," he asserted, "will always feel it their paramount duty to keep the promise to repay the creditors of the State, among whom are millions of economically weak persons."

The rest of the address was more oration on the model of Hindenburg's manifesto. "Here again stress was laid on the necessity for a personal canvass. 'Anyone who has any friends, must bring all his energy to bear upon them, so as to make the war loan a success, even going from mansion to mansion, from house to house, and from person to person, canvassing for subscriptions.'"

HANYANG IRON AND STEEL WORKS.

Mr. Francis A. Carl, the Commissioner of Customs at Hankow, in his report for 1915 states that: "Through the courtesy of Mr. Z. T. K. Woo, the Superintendent of the Hanyang Iron and Steel Works, he was enabled to give the following figures of the work done during 1915:—The Han Yeh-Ping Iron and Steel Co., Ltd., the output of the iron and steel works was as follows: malleable iron, 34,900 tons; foundry iron, 101,635 tons; rail steel, 30,779 tons; mild steel, 16,824 tons. The output of the 'T' and 'Y' iron mines was 545,619 tons of iron ore; and that of the Pingwang colliery was 268,000 tons of coal, and 273,000 tons of coke. During the year, the following additions to the plant were completed: one blast furnace, capacity 250 tons per day; eight Babcock and Wilcox boilers; one steel chimney; one Turbo-blower; plant for unloading ore and stone; and loading pig and steel products mechanically on the wharves; machinery for swaging pig iron from the casting bed and pig, heating in open hearth; furnaces of 10 tons; and the Hanyang rolling mill, four-rolling cupolas and a grinder. An improved water system to utilize water from the river, for which the necessary settling beds and water channels have been also completed. During the year there was a rise in value of 2 per cent in pig iron; and over 100 per cent in steel structural material. The present staff comprised 17 Chinese engineers, 10 foreign chemists; 253 general staff, 2,000 skilled workmen, and 4,500 labourers."

EARLY COLDS.

BE careful of the colds you take at this time of the year. They are particularly dangerous. A neglected cold may mean a winter lung cold. Take Chamberlain's Cough Remedy at once. It is sold by all Chemists and Storekeepers.

COUGHING INTO CONSUMPTION.

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

The finest preparation made for combating severe coughs, cures any cough that is only a cough. Very palatable. OF ALL CHEMISTS.

Prices: 1/6 and 2/6.

## HAVE YOU A BAD LEG?

WHY trouble the doctor or pharmacist with your leg? It is a common complaint, and one that can be cured by the use of the "GRASSHOPPER" bandage. This bandage is made of a special material, and is designed to support the leg, and to prevent the swelling and inflammation which are the result of a bad leg. It is a simple and effective remedy, and is sold by all chemists and druggists.

## GRASSHOPPER

GRASSHOPPER BANDAGE, which is a special bandage for the leg, and is designed to support the leg, and to prevent the swelling and inflammation which are the result of a bad leg. It is a simple and effective remedy, and is sold by all chemists and druggists.

Agents:—A. S. Watson & Co., Ltd. Hongkong.

## OUR AIR PATROLS.

### BRITISH FLYING MEN'S CLEAR SUPREMACY.

### SQUADRONS TACKLED BY SINGLE MACHINES.

A correspondent at the front writes: The weather has been dull, with rain at intervals, and the clouds so low that aeroplane work would seem hardly practicable. But it is an inspiring thing to see our airmen, through wind and rain below the clouds or among them, passing and repassing overhead, always patrolling the whole line of the battle front. Our flying men continue to dominate the air in a way which, as we know, very discouraging to the German troops and must be intensely humiliating to German airmen. A German might well be afraid even to build a castle in the air nowadays.

Now and again—especially after a few dull days when our men have been prevented from doing their worst—the enemy airmen "pluck" up courage and try to become aggressive. Thus, on September 17, we are told in the official reports (there had been more or less rain on the three preceding days) "the enemy's activity was considerably above the average. Several of his machines attempted to cross the lines for a short distance. One of them was brought down."

And this "activity above the average" was at a time when every day our men were flying over every point of importance within 80 miles of the front, and sometimes reaching places 70 miles away. They were dropping bombs on railway lines and depots and ammunition stores and columns of transport on the road. They dipped down low to use their machine-guns on marching troops. They attacked and destroyed the enemy's observation balloons. They even slid out of the clouds and suddenly could go no further—engaged and routed the anti-aircraft guns themselves!

TACKLED BY SINGLE MACHINES.

As for the way in which they bully the enemy's machines when they can get at them, a few specific examples will illustrate it. On September 1 Lieutenant "encountered a formation of 12 Roland's. Naturally, Lieutenant got away as fast as he could. Did he?

He dived in amongst them, firing one drum. The formation was broken up. Lieutenant then got under the nearest machine and fired one drum at 15 yards under the pilot's seat, causing the machine to plunge to earth south-west of Bapaume. Shortly afterwards some more hostile aeroplanes came up in formation. Lieutenant attacked one, which went down and landed in a gap between two woods. Several other machines were engaged with indecisive results, and, having expended all his ammunition, Lieutenant returned.

It was careless of Lieutenant not to have more ammunition about him; but what is one to say of a man like this, who spends a happy day in tackling first 12 enemy machines and then "several" more, diving into them like a hawk into a fight of pigeons and simply "shooting them all over the sky?"

And that same evening another Lieutenant took a hand in the game of "tackling" the enemy. The cover which he was under had only eight birds. He picked one out—doubtless the old cock, though the report does not say so—which "went down in a spin" (you know how a bird does it sometimes) "falling near Bapaume. The neighbourhood of Bapaume seems to have been fairly sprinkled with damaged enemy aeroplanes that day."

Another day two officers "encountered six enemy machines 'near Cambrai.' Then follow:—

While he was 'dying' at the hostile patrol leader, three hostile machines dived on to the tail of Lieutenant A's machine. One of the enemy machines was engaged by another pilot, while Lieutenant B engaged another and fired 24 drums into it as it passed across the tail of his machine. This enemy machine made a vertical dive with a stream of smoke pouring out behind. Lieutenant A dived and fired five on the third machine with his front gun, firing about

## INTIMATIONS

IN AID OF

**"STAR & GARTER" FUND**

**"KISMET"**

A. D. C. PERFORMANCE

MID-DECEMBER.

**Variety of Uses.**

The uses to which LEA & PERRINS' SAUCE can be put are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for Roast Meats, Fish, Game, Cheese, Salad, etc.

In the Kitchen, it is indispensable to the cook for flavouring Soups, Stews, Gravies, Minced Meat, etc.

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with Soda-water.

*Lea & Perrins*

The Original and Genuine WORCESTERSHIRE.

**JOHN OAKLEY & SONS**

WELLINGTON-EMERY & BLACK LEAD MILLS LONDON

**EMERY**

EMERY GLASS BLACK CLOTH PAPER LEAD

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS" LONDON.

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**JAPANESE MAKERS**

Every kind of Footwear

**MADE TO ORDER**

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Opposite Hongkong Hotel

Telephone No. 61

Hongkong, March 20, 1914.

**"OVERLAND CHINA MAIL"**

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CONTAINS ALL THE NEWS OF THE WEEK

PRICE 35 cts. (Cash) per Copy



## "CHINA BY LAND AND WATER."

An Album which portrays the Chinese as they are in every-day life, and exhibits charming pictorial sketches of a wonderful and fascinating old-world Country.

"SEND ONE HOME"

30 Pictures 7" x 5"

Price \$5.00.

Packed in neat cardboard box ready for posting.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

## To-day's Advertisements

A. BUNE  
In Liquidation.

CREDITORS are required to send in their claims to the undersigned on or before THURSDAY the 30th November, 1916.

Dated the 14th November, 1916.

W. G. HUMPHREYS & Co.

No. 18 Queen's Road, Central.

Liquidators

TO LET.

FURNISHED, With immediate possession, No. 2, BATHURST, No. 121 The Peak, 5 Rooms.

Apply to— J. W. C. B.

60, GINA, LIVINGSTON & Co.

Hongkong, Nov. 14, 1916.

1211

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,

the 22nd November, 1916, at 2.30 p.m., at No. 1, Canton Villas, Kimberley

Road, Kowloon.

VALUABLE HOUSEHOLD FURNITURE,

containing therein:

Consisting of—

Unpolished Teakwood Sideboard, Dinner Wagon, Chairs and Table (Extension), Dinner Service, Crockery and Glass Ware.

Three Single Iron Beds, Two Ice Chests, Writing Table, Bookcase, Shanghai Baths, etc., etc.

Also—

All the Electric Lights and Fittings, and

Rubber-tired Rickshaw (in good condition).

On view from Tuesday 21st inst. at noon.

Catalogue will be issued.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Nov. 14, 1916.

1242

## THE DIARY

## MEMO FOR TO-MORROW.

10.30 a.m.—Auction of Household Furniture, Crockery and Glassware at No. 1, Ormsby Terrace, Granville Road, Kowloon.

## General Memoranda.

THURSDAY, Nov. 15—

2.30 p.m.—Auction of Furniture, Blackwood, Cooking Stove and Utensils etc. at Messrs. Hughes and Houghton's.

SATURDAY, Nov. 18—

11 a.m.—Auction of a Motor Bicycle at Messrs. Hughes and Houghton's.

3 p.m.—Annual Demonstration of the H.K. Sunday School Union in City Hall.

Crickets Match on H.K.C.C. ground—Volunteers vs. Reserves.

8.15 p.m.—Smoking Concert at Y.R.C.

SUNDAY, Nov. 19—

Birthday of Pope Benedict XV. (1854).

9 a.m.—Excursion to Macao by s.s. "Heungshan".

MONDAY, Nov. 20—

November Criminal Sessions commence.

10.30 a.m.—Auction of Household Furniture, Crockery and Glassware at No. 1, Ormsby Terrace, Granville Road, Kowloon.

2.30 p.m.—Auction of cargo sailed ex s.s. "Wiley" at Messrs. Hughes and Houghton's Godown.

SUNDAY, Nov. 26—

Queen of Norway's Birthday (1809) (Princess Maud Charlotte).

TUESDAY, Nov. 28—

Hongkong Stock Exchange Settlement Day.

THURSDAY, Nov. 30—

St. Andrew's Day.

Thanksgiving Day in U.S.A.

Scottish Concert in Theatre Royal, City Hall.

SATURDAY, Dec. 2—

Boxing Contests at the Victoria Recreation Club.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

Capt. C. Lindbergh was a passenger by the s.s. *Alti Mora* which left today for Australia.

A London telegram to the Straits announces the following dividends: Bakap 10, Tandjong 15, Heawood 5, Broome 6, Chimpul 6.

The subscription list in the Straits papers of the 3rd inst. show that the "Our Day" Fund in Singapore amounted to \$142,002, and the Malacca "Our Day" Fund to \$31,309. Penang's Fund amounted to \$54,359.

Eleven fatal cases of small-pox all Chinese, were reported last week. Three cases of enteric fever, one fatal, all Chinese; one case of diphtheria and one case of puerperal fever (Indian) were also notified.

Services in connection with the National Mission will be held to-morrow, Wednesday, in the Peak Church at 6.30 p.m. conducted by the Bishop of Victoria, and at 6 p.m. in St. Peter's Church, conducted by the Rev. A. D. Stewart.

## The China Mail.

HONGKONG, TUESDAY, Nov. 14, 1916.

## GERMAN EFFORTS TO BREAK THE GREAT ALLIANCE.

The persistence with which the German mind clings to the hope that German diplomacy will be able to

detach from the Great Alliance one or more of its important members is a striking illustration of the wish being father to the thought. Germany would like, of course, to come to a separate peace with Russia.

"Nobody in Germany has the slightest inclination for a separate peace with Great Britain," one of the leading German newspapers tells us, "but if other enemy States sound

Germany we will perhaps try to build them a bridge." The Germans apparently have still to learn that there is no other nation in Europe prepared to treat her solemn pledges as "mere scraps of paper," as Germany did the international Treaty which guaranteed the neutrality of Belgium. Moreover, the important fact seems to be ignored in German calculations that the Great Alliance has been so cemented and strengthened by great sacrifices of blood and treasure on the part of each for the good of all as to make it indissoluble.

So far from nobody in Germany having the slightest inclination for a separate peace with Great Britain, everybody knows well enough that if there were the slightest prospect of it, Germany, from the Kaiser to the humblest Boche, would be only too eager to seize the opportunity; for every German realises that, without Britain's powerful aid the other Powers could not possibly stand against her. The *Lohansen*'s cry is, therefore, a cry of "sour grapes."

There is no inclination in Germany for a separate peace with Great Britain because every German knows that there is not the slightest prospect of Great Britain entertaining any suggestion of the kind. Nor is it possible to conceive that any other Power in the Alliance would think of "sounding" Germany in order that she might try "to build a bridge" to a separate peace. A moment's reflection is enough to convince any reasonable being that a separate peace is entirely out of the question, and that peace can only come by the victory of the Great Alliance and the accomplishment of the aims which it has repeatedly defined. There will be no "quitters" among the Allies, Mr. LLOYD GEORGE assured an American Press representative recently. Time is the least vital factor. Only the result counts, he said, not the time consumed in achieving it. "It took England 20 years to defeat Napoleon, and the first 15 of those years were black with British defeat. It will not take 20 years to win this war, but whatever time is required it will be done." The British War Minister had no doubt that France and Russia were as determined as ourselves to go on until the German menace to civilisation had been finally and completely eliminated.

## SEQUEL TO WEST RIVER COLLISION.

## FURTHER ARGUMENT IN \$100,000 CLAIM.

The claim of \$100,000 by the Shiu Hing Steamship Co. against the Standard Oil Co. for damages sustained by the s.s. *Shiu On* in collision with the oil lighter *Ruth*, on the West River, on January 18th last reached another stage in the Admiralty Court at the Supreme Court to-day. The question for decision was: Was the lighter lying in the fairway? The Court had already given a decision in favour of the plaintiffs on the question of whether the lighter carried lights as required by the regulations.

The Chief Justice, Sir Wm. Rogers Davies, K.C., was accompanied on the Bench by Commander Beckwith, R.N., as Nautical Assessor. The Hon. Mr. E. H. Sharp, K.C., and Mr. G. Chaloner Alabaster, instructed by Mr. Russ, of Mr. Gardiner's office, appeared for plaintiffs; Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. C. S. D. Wilkinson and Mr. C. E. H. Beavis, of Messrs. Wilkinson & Grist, defended.

Mr. W. D. Kraft, of the Standard Oil Co., was also present at the solicitors' table.

On a question of procedure the Hon. Mr. Sharp said it was clear one question had been reserved. He was not present when the case was last before the Court and he understood from Mr. Alabaster that there was an express arrangement that plaintiffs should keep their position as plaintiffs and retain their right of reply. He did not suggest the judgment covered the whole of the ground. It covered a great deal of it and the situation was entirely changed and it would be impossible for either side, in fact improper, to proceed without reference to those points given in the judgment. The situation unquestionably rested on the judgment and the way to proceed, and it would save time if the plaintiffs dealt with the important points not covered in the judgment.

The Chief Justice said with regard to the judgment he would like to say that when he came to consider the case in consultation with his Assessor the evidence presented to them certain phases which he had set down in the judgment but he distinctly stated at the hearing that they were prepared to consider fully any arguments brought forward on the other points. The judgment was subject to further argument.

Mr. Potter said he was still in the dark, and he ought not to be, as to what view Counsel on the other side were going to take on the question of "in or near" the fairway. It was raised in the pleadings but had never been dealt with at all.

The Chief Justice said it seemed that the case would involve a double reply.

Mr. Sharp proceeded to read the judgment commenting on the points respecting the fairway.

Mr. Potter said there had never been an allegation that the *Ruth* was near the fairway; what plaintiffs said was that the lighter was in the fairway. Counsel said he must not be taken as acquiescing in Mr. Sharp's argument.

The Chief Justice observed that the judgment meant "in or near" the fairway; that is, that she was in navigable water.

Mr. Sharp said he would say definitely the *Ruth* was in the fairway. They did not complain of her not showing particular lights. All she had done, or the *Comet* had done, was to stand near at hand, so that her lights would warn the approaching steamer there would have been no collision.

The *Ruth* did not show any light at all. Plaintiffs would not have cared even if a light had been visible which was not such as was required by regulations. She did not send up rockets or turn flares, if she had done there would have been no collision.

Mr. Potter said on the question of their being no allegation, the pleadings stated they were in or near the fairway. Counsel had raised a certain defence though the other side had denied it.

The Chief Justice did not think that was part of the issue.

Mr. Potter: I don't care if it is an issue or not, it is one of the points on which I think I shall convince your Lordship they cannot proceed against us.

Mr. Sharp: If that's the only point my friend can advance, I am very sorry for him.

Mr. Potter: It is one of a number of points.

The case for the defence is that the *Ruth*, by reason of her position which was not in the fairway, did not require any lights.

The hearing is expected to occupy another two days.

Professor E. H. Parker contributes to the *Atlantic Review* an article entitled "The Floundering of China," in the course of which he writes:

I have not the pleasure of Li Yuan-hung's acquaintance, but everyone I have asked, foreign and Chinese, tells me he is a Christian; if that be so, it is a necessary consequence that he is a honest man, but a fact in favour of his understanding clearly what we mean by truth and honesty, apart from what the Chinese mean. Meanwhile China is hopelessly in error. It is useless to say anything more until things crystallise. The very titles of departments, governors, and have all changed once more; there are new appointees to nearly every post, and most appointees refuse to serve. As Tang Shao-i recently remarked, "It really does not matter to the people who govern, for the Chinese people have always governed themselves." A fact the past century has insisted upon over and over again. So long as traffic goes on, so long as looting is kept within limits, there will always be the equivalent for "cakes and ale" in China; the only dangerous thing is that this facile attitude of the people towards their governors may take a turn as fatal to the country as the turn of politicians if they fail to agree promptly amongst themselves before the war ceases off; in other words, each province may, out of sheer weariness, fall under the "protection" of this or that European Power; or vicious politicians may turn to the extent of inviting wholesale Japanese interference—and indeed, Sun Yat-sen, Li Yuan-hung, and Co., have already incurred suspicion of betraying their country in this last named way. Meanwhile (at the time of writing) in September, the Chinese Government, an implacable combination of Mackensen and Bismarck, seems to be the leading "power" in China. No German can for a moment be compared with the honest, blunt, and often-hating Li Yuan-hung, who may perhaps fairly be called the Lord Derby of China, because everybody trusts him.

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"GERMAN TRADE PARALYSED."

How the British blockade has worked is described by Herr Achelis, president of the Bremen Chamber of Commerce, in an interview which he gave to a representative of the "Vossische Zeitung."

Herr Achelis said: "As the severity of the British blockade of our coasts has been increased by Great Britain's arbitrary extension of the list of contraband goods, our overseas commercial activity has decreased, so that, finally, tobacco was the only article which sustained our foreign commerce. By the foundation of the Dutch Overseas Trust, and eventually by the German prohibition of tobacco imports, this branch of our commerce has also been paralysed. Our shipping has ceased owing to the war, but our shipowners to some extent participate in the Baltic trade."

After referring to commercial submarine enterprise, he continued: "Bremen's export business has completely ceased. I do not know whether and how many of our goods which we sent out before the outbreak of war are still at our disposal, what has been sold, and whether we shall get any money for these goods."

Herr Achelis hoped that Germany's colonies would be returned after the war, but he doubted whether Germany would reconquer her former South American markets. "Thus at present," he added, "our commerce shows no life at all, but our merchants were prudent before the war, so that it is hoped that with their reserves they will survive the war. Our shipyards are well occupied not only with war orders, but also with orders for peace time."

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"GERMAN TRADE PARALYSED."

## HONGKONG SANITARY BOARD.

## POULTRY FARMERS' LICENCES.

## COMMITTEE TO ENQUIRE INTO IMPORTANT PROBLEM.

The Sanitary Board this afternoon discussed a question relative to the issue of poultry licenses to dealers in Li Shing and Ko Shing Streets. The Head of the Sanitary Department replying to questions put by Mr. Bowley at the last meeting, said he did not think the suggestion to let a portion of the reclamation near the central market to the poultry dealers advisable as it would not be possible to construct buildings suitable for the purpose without sacrificing space which was sorely needed for other purposes.

To-day the H.S.D. moved the appointment of a sub-committee to investigate and report on the question, the committee to consist of Mr. F. E. L. Bowley, Mr. Ng Hon Tat, and Mr. Chan Kai Ming.

The Hon. Mr. E. R. Hallifax seconded and the motion was approved.

## INFECTED RATS.

## STARTLING FIGURES FOR LAST WEEK.

No less than ten infected rats were found out of the 2,319 caught in Hongkong and Kowloon last week. This high percentage has not been reached for years, and for months past only one or two infected rats have been found. During the week ending Oct. 28th 2,404 rats were caught and there was no sign of infection.

The figures were given to the Sanitary Board this afternoon.

Mr. Bowley asked for the districts in which the infected rats were caught. The Medical Officer of Health, Dr. J. Woodman, replied: One in each Health district Nos. 2, 4, 7, and 10 to three in each district Nos. 9 and 10 and one in No. 12 (Kowloon).

The Chairman observed they were about to commence the rat poisoning campaign again in Hongkong and possible at Kowloon.

## A CURT REPLY.

Regarding latrine accommodation at the junction of Castle and Robinson Roads, Mr. Bowley asked why the accommodation could not be provided at the junction of Seymour and Robinson Roads.

The Hon. Director of Public Works replied that the first mentioned site was the more suitable.

It was stated by the Chairman that it might be thought advisable to erect a convenience at the junction of Seymour Road.

## AN ADEQUATE WATER SUPPLY.

Application was made by Messrs. Leigh and Orge to erect a water closet, and one urinal at St. George's Building.

The Chairman, in giving the approval of the application, said it was not stated that there would always be an adequate supply of water in the tank, but there was a good supply in the well. If the application had been in regard to a new building he would have asked for some automatic device to ensure the storage tank being full.

Mr. Goldring seconded and the motion was approved.

## FRENCH AIR RAID ON KRUPPS.

## DETAILS OF A GREAT EXPLOIT.

The following are further details of the recent French air raid on Essen:

The two French aviators, Captain de Beauchamp and Lieutenant Tancourt, who have been selected to bombard the factories of Essen, were provided with machines which had been carefully overhauled. The start, however, which was to have taken place on September 14, was postponed until September 24, on account of the rain.

The two aviators left with a few minutes interval between them, and then soon rejoined each other when they had reached a certain height, and flew in a northerly direction. The time of their departure was 12.15 p.m.

The weather was fine, and the chief features of the country could be read like a map. The aviators followed the Moselle and reached Treves. Leaving the Moselle on their right and avoiding the large towns they crossed the Rhine north of Remagen.

The plan of the journey had provided at this point for a possible change of direction. If their objective, Essen, had seemed impossible to reach they were then to have bombed the railway station at Cologne. But all went well and already Essen was becoming visible in the distance.

TWO MILES A MINUTE.

The aviators flew over the town at 2 o'clock, having travelled 210 miles in one hour and 45 minutes. The machines were then at a height of 13,000ft. The weather was fine and their bombs with great precision, for they soon saw bright sparks bursting forth. This was followed by a column of smoke, while the aviators circled over the factories without being hit by a single shot.

The return voyage was easily accomplished. The aviators saw near the river, the bright town of Liège. The road was clear, and they returned in safety. Before coming to earth, Captain de Beauchamp looked the look of a conqueror. He had indeed secured extremely simple for the community to get for them.

## LATEST EDITION.

## STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

## GERMAN ATTACK ON BAY OF FINLAND.

## MAJORITY OF ENEMY DESTROYERS SUNK.

LONDON, Nov. 13.

A Russian communiqué states: We sank the majority of the enemy torpedo-boat destroyers which entered the Bay of Finland and bombarded the coast on Friday.

## FIGHTING IN THE CARPATHIANS.

## ENEMY ATTACKS REPULSED WITH GREAT LOSS.

LONDON, Nov. 13.

A Russian communiqué states that enemy attacks in the wooded Carpathians have been repulsed with great losses.

The enemy has been persistently attacking south of Dornavatra in the region of Holo and Toldeish.

The enemy has pushed back the Rumanians in Oltu Valley, but the Rumanians have occupied the heights north and south of Toidvedoling.

The enemy is fiercely attacking in the region of Kimpouing.

A battle is proceeding in the Juk Valley and Orsova.

Our left has slightly advanced in the Dobrudja.

## CHINESE AFFAIRS.

(Wah Tse Yat Po's Service.)

## THE MINISTER TO THE UNITED STATES.

PEKING, Nov. 13.

Koo Wai Kwan (Dr. Wellington Koo) the present Minister to Washington, has been recalled to be appointed Vice Minister of the Foreign Department. He will be succeeded by Wu Chiu Shan, son of Dr. Wu Ting Fang.

## THE TIENSIN AFFAIR.

PEKING, Nov. 30.

The Government proposes to accept the following terms to settle the Loshai affair: To make Loshai an international port under the management of a municipal council consisting of the Civil Governor of Chili as honorary chairman, one Chinese and one French Councillor; the national taxes to be payable in Peking and the local taxes to be expended on local needs.

## LOAN NEGOTIATIONS.

PEKING,







## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

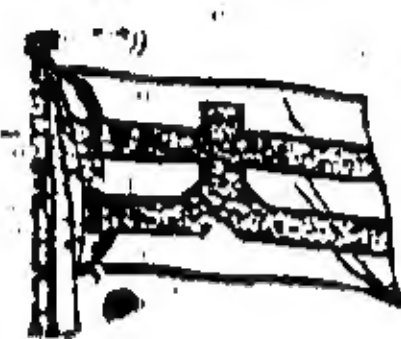
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	STEAMERS	To SAIL	REMARKS
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	NYANZA Capt. J. CAUNT	Noon 17th Nov.	Connecting at Colombo with Mail Steamer Mongolia.
SHANGHAI, MOJI & KOBE	WANKIN Capt. G. MANLEY	about 24th Nov.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	MALTA Capt. C. H. COCHRANE	Noon 1st Dec.	Connecting at Colombo with Mail Steamer Mongolia.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOVARA Capt. H. R. HATHINGTON	about 2nd Dec.	Direct Service.

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. FARR, Acting Superintendent.

P. & O. S. N. Co.'s Office,



## O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.  
"TACOMA MARU" Capt. T. Hamada, Thursday, 30th Nov., at 3 p.m.  
\*Omitting Manila, Keelung and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENAM, PENANG AND COLOMBO.

S.S. "KUNAJIRI MARU" Saturday, 25th Nov., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOERABAYA & BATAVIA.

S.S. "YERIMO MARU" Monday, 27th Nov., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING TAIKAO, VIA SWATOW, AND AMOI.

S.S. "JOSHIN MARU" Capt. T. Norushima, Wednesday, 15th Nov., at 6 a.m.  
S.S. "KAIJO MARU" Capt. M. Nakamura, Sunday, 19th Nov., at 10 a.m.  
\*Calling at Tamsui, Keelung via Swatow and Amoi.

These Formosa Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-  
H. YAMAUCHI, Manager.  
Tel. Nos. 744 & 745.  
No. 1, Queen's Building.

## THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	End December.	23rd Dec., at 11 a.m.
ST. ALBANS		

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.  
For further particulars, apply to  
GIBB, LIVINGSTON & CO.  
Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND "AFRICAN LINE."  
Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about	Connecting at Calcutta with	On or about

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DODWELL & CO., LTD., Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS AND BUEZ and PANAMA CANALS.  
(With liberty to call at the Malabar Coast).

For BOSTON & NEW YORK

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan.	14th Nov.
S.S. CHIYO MARU, For Moji, Kobe & Yokohama.	24th Nov.
S.S. TONYO MARU, For Moji, Kobe & Yokohama.	24th Nov.
S.S. RYOJUN MARU, For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan.	12th Dec.

For Freight or Passage, apply to  
DODWELL & CO., LTD., Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	CHUNHUA	Nov. 18, at 10 a.m.
SAIGON	CHUNHUA	Nov. 18, at 10 a.m.
SHANGHAI	SHANTUNG	Nov. 18, at 4 p.m.
SHANGHAI	YINGCHOW	Nov. 19, Daylight.
MANILA, CEBU & ILOILO	CHUNHUA	Nov. 21, at 4 p.m.
TIENSIN	KUICHOW	Nov. 21, at 4 p.m.

## DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tea." Excellent Saloon accommodation, Electric Fans fitted. Extra staterooms on deck, aft on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.  
S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung" and "Sinkiang," with excellent accommodation, Electric Light, and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	ONSANG	THURSDAY, Nov. 18, at Noon.
HAIPHONG via HOIHOW	TAKSANG	FRIDAY, Nov. 17, Daylight.
SHANGHAI	KWONGSANG	SATURDAY, Nov. 18, Daylight.
SANDAKAN	HINSANG	SATURDAY, Nov. 18, at Noon.
MANILA	LOONGSANG	SATURDAY, Nov. 18, at 3 p.m.
MANILA	TUENSANG	SATURDAY, Nov. 25, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers Katsung, Kamsang, Loising & Toksang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time completed 23 days. This service is supplemented by the Katsung, Kamsang leaving Hongkong at regular intervals for Yokohama (when sufficient indent is offered) Kobe & Moji and returning thence direct to Hongkong. Time completed 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yantai, Port, Chao, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuda, Lahad Dett, Simporna, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to  
Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL  
STEAM-PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO CHANGE WITHOUT NOTICE)

FOR	STEAMERS	DATE OF DEPARTURE
GENOA	MERIONETHSHIRE	End of November

## HOMEWARD.

For GENOA

## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,  
AGENTS.

Telephone No. 215 Sub. Ex. 10.

## BRITISH INDIA S. N. CO., LTD.

## A.P.C.A.R. LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "SHIRAZ," 5,300 tons, Capt. A. J. Terry, will be despatched for SHANGHAI, KOBE and MOJI on 24th November.

## WESTWARD.

The above Steamer have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHEW

## AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	DEPARTING
HAITAN	Capt. A. H. Stewart	FRIDAY, 17th Nov. at 11 a.m.

## SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to:-

DOUGLAS LAPRAIR & Co.,  
General Managers.



## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
KOREA MARU	18,000-18 knots	Wed., 29th Nov. at Noon.
SIBERIA MARU	18,000-18 knots	Wed., 13th Dec. at Noon.
TENYO MARU	22,000-21 knots	Tues., 19th Dec. at Noon.
NIPPON MARU	11,000-15 knots	Thurs., 4th Jan. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 17th Jan. at Noon.

PERSIA MARU 9,000-14 knots, Mon., 20th Nov. at 10.30 a.m.  
\*Omitting Manila.  
\*Cargo only.  
\*Via MANILA, Omitting Shanghai.  
\*Omitting Manila and Shanghai.

First Class to London G8435. (271-10.0) Return G8406. (2122)  
San Francisco G8250. G427.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Tons & Speed.

KIYO MARU 17,200-14 knots, Tues., 9th Jan. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO, AGENT.

Telephone 291. KINGS BUILDING (Opposite Blake Pier).

## NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and TENERIFE	KAGA MARU, Capt. Komatsu, T. 12,500	THURSDAY, 18th Nov. at Noon.
	KATORI MARU, Capt. B. Kon, Tons 21,000	SATURDAY, 9th Dec. at Noon.

VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA.

YOKOHAMA MARU, Capt. Takahashi, Tons 12,500, WEDNESDAY, 22nd Nov. at Noon.

TAMBA MARU, Capt. Akamatsu, Tons 12,500, SATURDAY, 16th Dec. at Noon.

SYDNEY and MELBOURNE, via MANILA, THURSDAY, 14th Nov. at 11 a.m.

DAY ISLAND, TOWNS, TANGU MARU, Capt. Boyce, Tons 12,500, TUESDAY, 15th Dec. at 4 p.m.

VILLE and BRISBANE, Capt. Takahashi, Tons 8,000, MONDAY, 30th Nov.

CALCUTTA via SINGAPORE, JINSEN MARU, Capt. Takahashi, Tons 8,000, FRIDAY, 24th Nov.

BOMBAY via SINGAPORE, RANGOON MARU, Capt. Kobayashi, Tons 8,000, FRIDAY, 24th Nov.

MALACCA and COLOMBO, Capt. Kobayashi, Tons 8,000, FRIDAY, 24th Nov.

NAGASAKI, KOBE & YOKOHAMA, KINKEO MARU, Capt. B. Takeda, Tons 9,600, MONDAY, 11th Dec. at 10 a.m.

YOKOHAMA, KASHIMA MARU, Capt. Inami, Tons 12,500, THURSDAY, 16th Nov. at 10 a.m.

SHANGHAI, KOBE & YOKOHAMA, KOSAMARU, Capt. Sakamoto, Tons 10,000, SUNDAY, 19th Nov.

KOBE, YETOHOFU MARU, Capt. Hirata, Tons 6,000, TUESDAY, 14th Nov.

For further information apply to  
NIPPON YUSEN KAISHA, LTD.,  
E. MORI, Manager.

Telephone No. 292 & 293.

## SHIPPING

## P. &amp; O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NYANZA, Captain GAUNT, etc., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 17th November, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mongolia from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong. Sails and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. Alyder due in London about 1st January, 1917.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. FARR, Acting Superintendent, Hongkong, Nov. 3, 1915.

"BLUE FUNNEL" LINE.

NEW YORK SERVICE.

THE Steamship "EURYMEDON" Is BENTON TO LOAD.

For BOSTON AND NEW YORK.

Sailing about 8th December.

For Rates of Freight apply to:- BUTTERFIELD & SWIRE, Agents.

OCEAN STEAM SHIP CO., Ltd.  
CHINA MUTUAL S.N. Co., Ltd.  
Hongkong, Nov. 15, 1916. 1233

## NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd.; whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 16th November will be subject to rent. All broken, chipped and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Nov. 10, 1916. 1232

## NOTICE TO CONSIGNEES.

MOON STEAM SHIP CO., LTD.

ACHINAH MURU, LTD.

NAVIGATION CO., LTD.

CONSIGNEES per Co's Steamer "KEEM UN"

are hereby notified that the Cargo will be discharged into Hott's Wharf, Kowloon, where it will be at the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after 30th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th Dec. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, Nov. 12, 1916. 1237

## THE CHINA MAIL

Can be obtained at the following places in Hongkong:

- The Hongkong Hotel.
- The Hongkong Ferry Wharf.
- The Kowloon Ferry Wharf.
- The Upper Peak Tram Station.
- The Lower Peak Tram Station.
- Wo Cheung (D'Arquar Street).
- Hong Cheung (Kowloon).







